

INTELEX 7

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INFORMATION

COUNTRY Hungary

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SUBJECT 1. Fuel Storage Areas
2. Introduction of Russian Methods by Hungarian Railroads

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SUPPLEMENT TO
REPORT NO.

1. A large number of fuel storage tanks were constructed at Pécs. They are located in a marshy area to the south of the local airport. The area is blocked off with barbed wire. Tank cars full of gasoline, which come from the north of Hungary (Almasfűzst), arrive at night time by a new railroad specially constructed to the storage area.
2. On the Budapest-Belgrade highway, near the village of Ocsa, two roads, 3,500 meters from each other, lead off the road to the village of Buzsi. On the northernmost road, about 4 kilometers from the highway, a secondary road leads to the village of Suri. About 300 meters to the north of this fork road, in an area of about 5 hectares, there is a fuel storage depot of about 3,000 carloads' capacity. The storage tanks are underground with only the openings showing above ground. These were built in 1943 by the Hungarian army and were damaged during the war, but have been restored and are currently in use.
3. The largest gasoline storage depot of the Hungarian armed forces was completed at Visegrad towards the end of 1950. It is located to the south-southwest of the castle hill. The total capacity is around 4,000 carloads. The depot consists of cement tanks three stories deep, each with a capacity of 40 carloads. The tanks are buried but have a double iron door over which a cement block of the same size is placed. Filling and emptying is done through underground pipes leading from the Danube river bank (along the highway which parallels the river from Budapest to Esztergom). The gasoline from the tankers is pumped to the storage depot at Visegrad through these pipes from where, through another underground pipe of lesser diameter, it reaches a tank of reinforced concrete about 500 meters to the southwest which serves as the actual transloading point. From this point, fuel trucks transport the gasoline to various locations. The pipes and the tanks occupy an area of about 15 hectares, which is patrolled by Russian (sic) sentries.

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4. To the north of the town of Vachartyan, about 2 kilometers from the angle formed by the Vachartyan-Vac highway and the Vacduka-Sz8d highway, there is a fuel storage depot located on the side of a hill. This depot is reached by a branch railroad which leads from the Vachartyan station (on the G8d8118-Vac line) and a highway leading from Sz8d. The capacity is 3,000 carloads. At present it contains about 2,000 carloads of light petroleum. The depot is surrounded by barbed wire and is protected by a motorized infantry battalion stationed at Vac. This depot, which was slightly damaged by bombardment during the past war, was repaired and restored to full operation in 1950.
5. In order to improve Hungarian railroad transportation, Russian methods, such as overloading cars and exceeding speed limits, are being introduced. The railroad engineers and firemen (of freight trains only) receive a bonus if they run a certain route in a shorter time than usual. The overwork of rolling stock is evidenced by the many cases of fire. Also, trains drawn by steam locomotives must be made up of at least 50 cars. Locomotives of types 424 and 426 are capable of drawing similar loads, but type 326 takes longer when forced to draw heavy loads. The old railroad experts were replaced by new ones, chosen primarily for political considerations, who must attend a special course of short duration. In practice, the top management of the railroads is in Russian hands. The quality of the coal being used is worsening. Locomotives driven by poorer quality coal wore out faster. Railroad workers also were affected by the extreme economies. A stakhanovite system was instituted for the firemen by which they were to obtain the same results with one shovelful of coal as they could with the usual three to four. It is true that for a certain time Russian methods enabled goods to be delivered in a shorter time and greater volume, but the deterioration was so great that the damage exceeded the advantages. Because of these methods, the Hungarian railroads have attained the same levels as the Russian railroads.

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